

**VIRGINIA AVIATION BOARD
MEETING MINUTES**

The Virginia Aviation Board held a meeting on Thursday, May 20, 2010 at the Holiday Inn Richmond Airport, 445 International Center Drive, Sandston, Virginia 23150.

MEMBERS

Roger L. Oberndorf, Chairman	Present
Richard C. Franklin, Jr.	Present
Bittle Porterfield	Present
Larry Omps	Present
Robert S. Dix	Present
William J. Kehoe	Absent
Marianne M. Radcliff	Present
Alan L. Wagner	Present

OTHER ATTENDEES

Terry Page	FAA Washington Area District Office
Lori Pound	Office of the Attorney General
Randall Burdette	Director, Virginia Department of Aviation

DOAV staff, state government representatives, federal government representatives, airport sponsors and managers, consultants, engineers, business owners, and city and county representatives were also present.

9:00 a.m. – Call to Order

1. Call to Order Roger Oberndorf, Chairman

The chairman called the meeting to order at 9:15 am.

2. Review and approve minutes

Minutes from the February 18, 2010 Virginia Aviation Board Meeting were approved with no changes.

3. Reports/Announcements:

- a. DOAV Report Randall Burdette, DOAV

Mr. Burdette updated the board and attendees on aviation issues and activities across the Commonwealth. He discussed DOAV's web based systems and plans to increase Airport

IQ's capabilities by automating payment tracking and based aircraft surveys and expanding the agency's internet pipeline. The agency is also developing methods for obtaining satisfaction inputs from our customers, identifying aerospace businesses to increase our communications capabilities, pursuing Early Implementation Program (EIP) through implementation of a tech test bed and establishment of an aerospace research consortium, taking emergency operations planning systemwide, establishing modified licensing standards for airports, and meeting with the Navy regarding selection of a turboprop practice field. He noted that the Navaid study is with the FAA for comment. New ADS-B facilities are being installed and the system is scheduled to be turned on June 30th. There are some gaps in coverage in Virginia which will be addressed later. The Small Community Access Program is on schedule. Weather reporting system selection (for 20 airports) is planned for the end of May.

The Virginia Next Generation Early Implementation Plan (VEIP) meeting on April 30th was very productive. The next meeting will take place on June 3rd at FAA Headquarters. Guy Kemmerly, who is on loan from NASA, is serving as DOAV's program manager for VEIP. Partners include SEATEC, VSATS, VABA, VAOC, NIA, Aerospace Council, and VCU.

Mr. Kimmerly explained that the program addresses access, safety (especially for small airports), cargo transfer capabilities at commercial service airports, more green operations, more direct flights, more reliability and predictability in routing, new technologies (in the aircraft and on the ground), and dynamically managing special use airspace for better utilization. Outreach to the general aviation community is going to be an important component.

Recent completed events include an Inspection Authorization Renewal Clinic on March 20, a Helicopter Summit on March 25, and Aviation Safety Week from April 26-29, 2010.

Mr. Burdette noted that the agency's Economic Impact Study will be completed in two phases. The airport report is due in May of 2011. The aerospace final report is due this year. The workforce development report is due out by spring 2011.

He noted that the Virginia Department of Aviation needs to join the joint use analysis discussion regarding Wallops Island.

The Virginia Department of Aviation is now a voting member of the Governor's Aerospace Advisory Committee. It is also responsible for staff support for Aerospace Advisory Committee meetings.

He concluded by thanking the team members who coordinate with the Virginia Department of Aviation on projects.

- b. FAA Report Terry Page, FAA

Jeff Breeden reported for Terry Page. Regarding AIP funding there will be a Part C program that includes a nine month extension for authorizations. There should also be a Part D Program. He noted that 83 percent of the AIP budget will have been released for allocation by the end of the Part C budget. After July 3 the last assessment (Part D) including the last of the funds should be made.

General Aviation airports with 75,000+ operations may require additional wildlife assessments. The new assessments, if required, will be AIP eligible.

He suggested that managers and sponsors meet with their airport engineers regarding the next ACIP 3 year cycle that will start in 2011. He noted that the FAA would be meeting with Virginia Department of Aviation staff on May 27 in order to synchronize programs.

He noted that additional stimulus funds (Stimulus Round 2) were being allocated to other federal departments, but none to the FAA. Interested airports should contact other federal departments to see if there is any eligibility under their programs.

The FAA Washington Airports District Office is also providing federal input to state airport licensing standards.

c. VAOC Report Juan Rivera, VAOC

Juan Rivera announced that the VAOC Spring Workshop last month was well attended and had excellent speakers, seminars, etc. He encouraged those in attendance to thank Greg Campbell from Shenandoah Valley Regional Airport for hosting the event. A silent auction raised over \$2,000.00 for the John Lillard Scholarship fund.

He thanked Randy Burdette and Cliff Burnette for allowing VAOC to participate in reviewing the Airport Licensing program for changes and updates and Charlie Lamb for chairing the VAOC committee.

He noted that he had received an e-mail from Joe Love, Manager of Chesapeake Regional Airport, which stated that the judge in their inverse condemnation case awarded \$1.00 to the plaintiff. While the plaintiff tried to set aside the award, the judge didn't do so. The next step, if the plaintiffs' continue to pursue it, would be the Virginia Supreme Court.

The VAOC website is being updated at no charge by some high school students who Bill Kelly recruited.

The Maintenance Workshop will take place in the fall. Additional details will be forthcoming.

The next VAOC meeting will take place June 17th in Charlottesville. An e-mail with complete details will go out soon.

This completed Mr. Rivera's comments.

Marianne Radcliff then asked Mr. Breeden what happened to any FAA Stimulus Funds from the first round that were not allocated or were returned to the fund unspent. Mr. Breeden replied that 100 percent of the FAA's funds were allocated in the first round, and it appears that all 100 percent will be spent. He noted that the first round of the stimulus program included \$1.5 billion and the second round (with no FAA dollars) only included \$600 million.

4. Old Business:

None

5. New Business:

- a. Virginia Aviation Board Review
Tentative Allocations from the
Commonwealth Airport Fund Mike Swain, DOAV

Current Amount Available to Commit:
Air Carrier/Reliever Discretionary: \$525,496.39
General Aviation Discretionary: \$206,357.64

Ending Balances Based on the Virginia Department of Aviation's recommendations:

Air Carrier/Reliever Discretionary: \$450,257.79
General Aviation Discretionary: \$72,445.51

Region 1

Upon reporting a request for sink hole repair at Virginia Highlands Airport, Mr. Swain was asked about the number and seriousness of the sink holes. He replied that there were three (3) of them and that they were pretty bad.

Mr. Swain noted that the Department had recommended against the Tazewell projects because the airport had FAR Part 77 and FAA Runway End Siting obstructions. Since the time that the grant packages were mailed, paperwork was received that confirmed that these obstructions had been mitigated. When asked Mr. Swain confirmed that funds were available to approve the project.

The VAB accepted the Department's recommendations for Region 1 except for Tazewell. It approved Tazewell's request for 1. Land Acquisition Services for Drainage Improvements and 2. Spill Prevention, Control, and Countermeasures Plan (SPCC) and Storm Water Pollution Prevention Plan (SWPPP) Updates in the amount of \$10,160.00.

Region 2

The VAB approved the Department's recommendations for Region 2 as submitted.

At this point, Department of Aviation Director Randall Burdette introduced Secretary of Transportation, Sean Connaughton. Secretary Connaughton extended the Governor's regards and made some brief remarks. He introduced himself and noted that he is a great supporter of aviation. He noted that Randall Burdette was the only agency head in the Transportation Secretariat who was retained from the last administration. He discussed the reform package that is looking at how state statutes might be changed to improve efficiency and economy and remarked that inputs into this package are encouraged. There are four areas that are being investigated: 1. administrative changes; 2. code section changes (almost 350 statute changes has been suggested so far); 3. a list of federal changes; and 4. a funding package (for the general assembly). The Secretary announced that the transportation conference will be restarted this year and will be open to everyone. He anticipates one half day dedicated to aviation issues. He noted that he is developing a Strategic plan for all transportation modes.

Upon the completion of Secretary Connaughton's remarks, the Regional Reports continued.

Region 3

The VAB approved the Department's recommendations for Region 3 as submitted.

Region 4

Mr. Swain noted that Louisa had a balance of only \$37,017.33 of its \$125,000.00 lifetime limit on DOAV Fuel System Funding. Therefore, the Department was not able to participate at 80 percent on this project.

The VAB approved the Department's recommendations for Region 4 as submitted.

Region 5

The VAB approved the Department's recommendations for Region 5 as submitted.

Region 6

Regarding Chesterfield County Airport's request, Mr. Swain noted that the Department of Aviation does not have a policy for signage/landscaping and standalone landscaping. There is a policy for airport entry signs only. Therefore Chesterfield is only eligible for a grant of \$60,601.60. He noted that the agency would develop a policy for this area.

Tom Trudeau, Manager of Chesterfield County Airport, made a presentation with slides showing the project location, current signs, and an artist concept (developed by Charlotte) after landscaping. He noted that he worked with the Department of Aviation and his locality for over a year on this project. It was designed to be a phased program and it was not expected that the state would participate in all phases. He noted that the airport would likely come back to the board later requesting additional signage. He advised that he would not ask for landscaping for those future projects. He noted that the recommended funding amount of \$60,601.60 would require that the project be rebid since it changed the scale of the project.

A question was asked about whether state funding was used in providing the landscaping at Richmond International Airport. Mr. Burdette replied that with larger projects, such as those involving new roads, that landscaping may be included but that the Department has never funded freestanding landscaping projects.

Mr. Omps commented that he felt that the VAB should only fund essential items, not furniture, landscaping, etc.

Dr. Wagner agreed with Mr. Omps that these items were not the primary responsibility of the VAB.

Mr. Franklin commented that safety, then business development were areas to be considered and that a policy did need to be developed regarding areas such as landscaping.

Mr. Swain noted again that there currently was not a standard. He advised that the current policy would allow two (2) directional signs and that Chesterfield could come back for monument signs later. He also stated that landscaping has been included in larger projects such as new roads and new terminal buildings but not as standalone projects...

Juan Rivera noted that Manassas is also looking at a landscaping and signage package. He asked that economic development considerations be taken into account. Airports are often the first impression that a traveler gets when they arrive in the Commonwealth of Virginia. He hopes that some sort of compromise may be possible.

There was a call for the motion.

The VAB approved the Department's recommendations for Region 6 as submitted.

Mr. Omps asked to be placed on the committee that would consider policy for landscaping and other areas not currently addressed. He was appointed by the VAB as chair of a committee to undertake this study.

Region 7

The VAB approved the Department's recommendations for Region 7 as submitted.

- b. Proposed Change to State Minimum Standards for Airport Licensing. Cliff Burnette, DOAV

After opening comments by Cliff Burnette of the Virginia Department of Aviation, Charles Lamb of Delta Airport Consultants made a technical standards presentation.

Proposed Changes are as follows:

Code 5.1-7 - no changes to code needed

24 VAC 5-20-140 minimum requirements for licensing --

No changes:

- Approach surface slope
- Runway width
- Safety area
- Runway overrun

Proposed changes:

- Transitional surface – delete this
- Primary surface – increase width from 200 to 250 feet
- Approach surface – match approach/departure requirements of the FAA.
- Length maximum 2000 in one direction
- Allowed “fixed by function” penetrations

New airports must meet all current standards

For current airports, at renewal, if the standards are not met, a conditional use license will be issued. Within 180 days a written mitigation plan must be submitted to the VAB.

The VAB will then have three options:

1. Extend the conditional use license.
2. Issue a Restricted license.
3. Issue a waiver for the airport.

Special use licenses require:

- Daytime only
- 15:1 slope
- Primary surface
- 120 foot width

Samples of airports that do not meet the current requirements:

Bridgewater

Chase City
Crewe
Eagles Nest
Falwell
Hummel
Lake Anna
Lake County
Lawrenceville
Lunenburg
New London
New Market
Shannon
Smith Mountain Lake
Wakefield

Cliff Burnette will meet with Lori Pound of the Attorney General's Office to review what is needed next. A final proposal should be ready prior to the August VAB Meeting so that a vote may be taken. Then public hearings around the state will be scheduled.

- c. U.S. Navy Concept Proposal for E-2/C-2
Carrier Landing Practice. Richard Catoire, USFF

Randy Burdette introduced Mark Anthony who made a presentation regarding this proposal. He noted that airports in the Commonwealth have already been approached and that a meeting with the FAA is scheduled for May 24th.

Mr. Mark Anthony, Navy, Retired, is with Fleet Forces Command (USFF-44). He shared that he wanted to ask Virginia's aviation community to share in a venture to find a land-based field for turboprop aircraft from Chambers Field in Norfolk to be able to practice aircraft carrier operations. There is an auxiliary field (Fentress) located in Chesapeake but there is a lot of competition for that space and it can be difficult to accommodate this training. Fentress is 8,000 ft. x 250 ft. It accommodates both jets and EC2/C-2As.

Proposed Field Use Agreement criteria:

Training annually 10 months per year, 15,000 operations, Mon-Fri, 3 hour periods (day period and/or night period) night ops begin 30 minutes after sunset.

Airfield Requirements

Three to five aircraft carrying two pilots for three hours. Six to eight times around the pattern, swap pilots, then six to eight times around the pattern again. Land, swap pilots, load additional pilots, then go again. Prefer no other aircraft in the pattern during the time this is taking place.

Six airfields responded to the inquiry with letters of interest. That is where the project is currently. The Navy will visit each of these airports to discuss the proposal in more detail. The Navy will pay the selected airport for this service. There will be an RFP (1 year plus five year option to renew).

Steps in the Procurement Process:

--Inform public:
Newspaper advertisements
Letters to parties
Informational briefings as requested.

*The Navy has received a positive response to this initial step.

--Market survey-
Visit airfields and compile data
Develop the RFP

--receive proposals

--formal evaluation boards

--courses of action

--award

For more information visit: www.neco.navy.mil

Gear on airport;
MK-14 IFLOS (lights) has power requirements, needs concrete pad; Navy would ultimately like one on each end but initially will put one on the prevailing wind runway.

LSO Workstation (shack) on a concrete pad (or as an alternate, a pickup truck)

Carrier box painted on runway (at Fentress it is lit)

Part of lease is that companies will clear rubber buildup on runway. Navy will pay to have operator keep the runway clear.

BLUF – 18-24 month process.

Also, environmental work (NEPA, scoping meetings – to analyze noise contours for airports that are competing, have public meeting so that neighbors will understand the process and impacts.

Mr. Franklin asked if the Navy has any similar contracts already in place?
The response was yes, in Florida and in Alabama.

Dr. Wagner asked about any possible resurfacing that a runway might need as a result of this contract. The Navy expects that airport operators will place expected maintenance into the proposal that they operator submit to the Navy. Also, the runway weight minimum requirement should limit damage.

It is anticipated that operations at the selected airport will begin in January 2012.

Mr. Oberndorf asked if the airport must be notam'd closed to the public during these operations

Mr. Anthony noted that this would be addressed. There will be a MOU where this will be covered. The best solution for the Navy will be for no non military operations to take place at the airport while training is being conducted. Of course emergency and lifeline flights would continue.

Mr. Dix asked if weather impacted the training operations.

Mr. Anthony replied that VFR conditions are required at the field and if the weather is bad, that backup days would need to be scheduled.

Gerald Jackson asked how far out the pilot can pick out the carrier (or simulated carrier). The Navy representatives noted that the pilot can usually pickup the ball around $\frac{3}{4}$ of a mile out. The pilot will usually turn on final at about 1 mile out.

Dr. Wagner asked about any adjustments that are possible regarding day operations.

The Navy representative replied that they'd like to keep the integrity of scheduling as much as possible.

They were asked whether multiple runways at an airport would help?

The answer was that generally no, it didn't matter. Other operations could only continue if the runways did not interfere with each other.

Tom Trudeau asked the Navy to provide additional information once the FAA is consulted – especially regarding assurances about keeping airports open to the public. He noted that the public use airports wouldn't want to be out of compliance with the FAA. He also asked if Fentress is concrete or asphalt? He noted that the difficulty of removing rubber may be different for concrete vs. asphalt. (Fentress is concrete).

It was noted that additional information the Navy provides will go through Randy back to interested airports.

Mr Anthony thanked the VAB and those in attendance for having them.

- d. VAB Resolution Recognizing Jim Bennett . . . Roger Oberndorf, Chairman

Cherry Evans presented the resolution recognizing Jim Bennett. A motion was made to accept the resolution and it was accepted. Formal presentation will be at the August meeting.

- 6. Public Comments and Questions Roger Oberndorf, Chairman
(3 minutes per person to address the Board)

Robert B. Neland, Virginia Small Business Advisory Board. He noted that his organization's mission is related to small businesses in the commonwealth and airports have small businesses. There has been a movement to create a mass transportation hub committee. His group believes a transportation network can spur development. In addition, the economics of community airports need to be addressed. The Board would like to share its expertise but are not a funding entity.

- 7. Board Member Comments and Reports

None.

- 8. Adjourn Meeting -
Next meeting in August at the Virginia Aviation Conference, Wyndham Hotel, Virginia Beach, Virginia.

Meeting adjourned at 12:00 noon.